

Highway Construction Capital Improvement & Preservation Program Legislative District 37

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
099 Northwest (King)	11 36 37 43	109936Z II	<u>SR 99/ALASKAN WAY VIADUCT</u>	DOWNTOWN SEATTLE	(29.89)	(32.02)										
Four options have been developed for the obsolete and earthquake vulnerable viaduct, in addition to a rebuild option, to eliminate risk of traffic-crippling structural failure. Other improvements will be included to improve traffic flow and safety within this north-south arterial. Additionally environmental upgrades and pedestrian facility improvements will be included. Funds provided will allow completion of the environmental process, first phase design, partial right of way acquisition and partial relocation of utility facilities.																
New Revenue (Referendum 51)				Design (PE)	Jan-03	Feb-05	19,000	36,500	36,000						91,500	+/-30%
				Right of Way	Aug-04	Jun-05		50,000	50,000						100,000	+/-30%
				Construction	Jan-05	Apr-10		5,600	44,900	180,000	28,000				258,500	+/-30%
							19,000	92,100	130,900	180,000	28,000				450,000	
Additional Revenue Required for Completion				Design (PE)	Jul-03	Feb-05		111,500							111,500	+/-30%
				Construction	Jan-05	Jul-17		188,779	1,367,881	1,367,799	1,887,797	2,068,650	4,137,218	11,018,124		+/-30%
								300,279	1,367,881	1,367,799	1,887,797	2,068,650	4,137,218	11,129,624		
SR 99/ALASKAN WAY VIADUCT (Total)							19,000	392,379	1,498,781	1,547,799	1,915,797	2,068,650	4,137,218	11,579,624		
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					Begin	End		03-05	05-07	07-09	09-11	11-13	Future	Total Cost	Confidence Range
167 Northwest (King)	11 30 33 37 47	116700S II	<u>SR 167/CORRIDOR STUDY</u> This project will complete the environmental process for the SR 167 corridor between South Renton and Puyallup. The study will determine how the existing projects at the north and south ends of SR 167 should tie together most effectively. At the completion of the environmental process, WSDOT will know the scope and cost range for making any needed improvements.	PACIFIC TO RENTON	(11.17)	(27.28)									
			New Revenue (Referendum 51)	Design (PE)	Jul-03	Jul-06		5,254	2,746					8,000	+/-20%
								5,254	2,746					8,000	
			SR 167/CORRIDOR STUDY (Total)					5,254	2,746					8,000	

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								03-05	05-07	07-09	09-11	11-13			
405 Northwest (Snohomish) (King)	01 11 37 41 45 47 48	140500S II	<u>I-405/TUKWILA TO LYNNWOOD</u>	TUKWILA TO LYNNWOOD	(0.00)	(30.32)									
Total project will construct up to two additional lanes in each direction for the entire 30-mile length of I-405 from Tukwila to Lynnwood. It includes truck climbing and auxiliary lanes, HOV access ramps, and reconstruction of major freeway to freeway interchanges at I-5, SR 167, I-90, SR 520 and SR 522. The overall project reduces congestion; supports transit, vanpool and carpool use; and improves environmental conditions. Funds provided for this first phase will construct additional lanes on I-405 from SR 181 to SR 169; includes rebuilding the SR 167 interchange; adds lanes on SR 167 from So. 180th St to I-405 in Renton; adds lanes on southbound I-405 from SE 8th to I-90 in Bellevue; and adds a lane in each direction in the Totem Lake area of Kirkland. Will require additional funding for future phases.															
New Revenue (Referendum 51)				Design (PE)	Jan-03	Jun-08	8,000	50,000	40,000	14,000				112,000	*
				Right of Way	Jan-03	Jun-07	7,000	72,000	21,000					100,000	*
				Construction	Mar-04	Jun-11		38,000	426,000	831,000	263,000			1,558,000	+/-20%
							15,000	160,000	487,000	845,000	263,000			1,770,000	
Additional Revenue Required for Completion				Design (PE)	Jan-04	Jan-07		18,213	19,787					38,000	+/-30%
				Right of Way	Jan-04	Jun-08		151,071	209,578	209,578	209,578	200,671	524	981,000	*
				Construction	Dec-05	Jul-17			915,829	1,576,016	1,576,016	1,523,232	2,509,140	8,100,234	*
								169,284	1,145,194	1,785,594	1,785,595	1,723,903	2,509,664	9,119,234	
I-405/TUKWILA TO LYNNWOOD (Total)							15,000	329,284	1,632,194	2,630,594	2,048,595	1,723,903	2,509,664	10,889,234	
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				Right of Way	Jan-03	Jun-07	7,000	72,000	21,000					100,000	*
				Construction	Mar-04	Jun-11		38,000	426,000	831,000	263,000			1,558,000	+/-20%
							15,000	160,000	487,000	845,000	263,000			1,770,000	
Additional Revenue Required for Completion				Design (PE)	Jan-04	Jan-07		18,213	19,787					38,000	+/-30%
				Right of Way	Jan-04	Jun-08		151,071	209,578	209,578	209,578	200,671	524	981,000	*
				Construction	Dec-05	Jul-17			915,829	1,576,016	1,576,016	1,523,232	2,509,140	8,100,234	*
								169,284	1,145,194	1,785,594	1,785,595	1,723,903	2,509,664	9,119,234	
I-405/TUKWILA TO LYNNWOOD (Total)							15,000	329,284	1,632,194	2,630,594	2,048,595	1,723,903	2,509,664	10,889,234	

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								03-05	05-07	07-09	09-11	11-13			
405 Northwest (Snohomish) (King)	01 11 37 41 45 47 48	140501C II	<u>I-405/TUKWILA TO LYNNWOOD - T.A.A.</u> This study (transportation alternatives analysis, or T.A.A.) will identify a set of reasonable and feasible solutions to improve the congestion along the I-405 corridor and initiate the formal environmental analysis for the preferred corridor plan. It will combine technical analysis with a major outreach effort to interest groups and the general public, to determine the principles and interests that any set of "reasonable and feasible solutions" to improve mobility must satisfy.	I-405 CORRIDOR	(0.00)	(30.32)									
			Funded	Design (PE)	Jul-98	Sep-05	16,967	3,440	51				1,200	21,659	*
							16,967	3,440	51				1,200	21,659	
			I-405/TUKWILA TO LYNNWOOD - T.A.A. (Total)				16,967	3,440	51				1,200	21,659	
			This study (transportation alternatives analysis, or T.A.A.) will identify a set of reasonable and feasible solutions to improve the congestion along the I-405 corridor and initiate the formal environmental analysis for the preferred corridor plan. It will combine technical analysis with a major outreach effort to interest groups and the general public, to determine the principles and interests that any set of "reasonable and feasible solutions" to improve mobility must satisfy.												
			Funded	Design (PE)	Jul-98	Sep-05	16,967	3,440	51				1,200	21,659	*
							16,967	3,440	51				1,200	21,659	
			I-405/TUKWILA TO LYNNWOOD - T.A.A. (Total)				16,967	3,440	51				1,200	21,659	

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					Begin Date	End		03-05	05-07	07-09	09-11	11-13	Future			
519 Northwest (King)	37	151902A I3	<u>SR 519 INTERMODAL ACCESS PROJECT</u> Construct a bridge to improve connections for ferry and freight traffic to the Port of Seattle terminals, Central Waterfront, and I-90. This structure separates vehicle, pedestrian, and rail traffic to improve flow and reduce accidents. Phase 1 at Atlantic Street is funded and currently under construction. Funds provided by referendum 51 will allow for construction of Phase 2 at Royal Brougham. Approximately \$4M additional needed for completion.	SEATTLE	(0.00)	(2.26)										
			Funded	Design (PE)	Feb-96	May-04	8,314	1,130	300					49	9,792	*
				Right of Way	Oct-98	Aug-01	23,313								23,313	*
				Construction	Jun-00	Nov-04	47,127	4,856							51,983	*
							78,754	5,985	300					49	85,088	
			New Revenue (Referendum 51)	Right of Way	Jun-03	Mar-04	40	1,460							1,500	*
				Construction	Jun-03	Jun-06	10	15,707	23,863						39,580	*
							50	17,167	23,863						41,080	
			SR 519 INTERMODAL ACCESS PROJECT (Total)					78,804	23,152	24,163				49	126,168	

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					Begin Date	End		03-05	05-07	07-09	09-11	11-13				
405 Northwest (King)	11 37 41	140521D I6	<u>I-405/RENTON HOV IMPROVEMENTS PROJECT</u>	RENTON	(5.00)	(5.85)										
This project will provide direct transit access to I-405, northbound and southbound.																
			Funded	Design (PE)	Sep-00	Nov-04	1,771	5,877							7,648	+/-20%
				Construction	Oct-04	Jun-08		6,673	35,371	13,726	100	600			56,470	+/-20%
							1,771	12,550	35,371	13,726	100	600			64,119	
I-405/RENTON HOV IMPROVEMENTS PROJECT (Total)							1,771	12,550	35,371	13,726	100	600			64,119	

Highlighted Projects
Legislative District 37

State Route	Leg	Project Number	Project Title	Location	Begin	End		Expenditure Plan Dollars are in Thousands						Total	Estimate
WSDOT Region	District	Sub Pgm	Project Description	Phase	Date		Prior Cost	03-05	05-07	07-09	09-11	11-13	Future	Cost	Confidence Range
-5, Seattle Area - Concrete Pavement Rehabilitation															
005	01	100521P	<u>I-5/LUCILLE STREET TO SR 104 - PCCP</u>												
Northwest	11	P1		SEATTLE NORTH	(161.65)	(177.78)									
(Snohomish)	32		Rehabilitate the concrete pavement for 16 miles to extend the life of the roadway surface another 20 to 40 years. This project will also include upgrading safety features such as ramp shoulder widening, some mainline shoulder widening, guardrail upgrades and illumination upgrades.												
(King)	37														
	43														
	46														
Additional Revenue Required for Completion				Design (PE)	Jul-05	Jul-15		11,814	7,372	8,240	3,045	7,529	38,000	+/-40%	
				Right of Way	Dec-05	May-09		4,275	2,451				6,726	+/-40%	
				Construction	Feb-07	May-17		4,040	184,169	128,350	97,212	397,282	811,053	+/-40%	
								20,129	193,993	136,589	100,257	404,811	855,779		
				I-5/LUCILLE STREET TO SR 104 - PCCP (Total)				20,129	193,993	136,589	100,257	404,811	855,779		
				Rehabilitate the concrete pavement for 16 miles to extend the life of the roadway surface another 20 to 40 years. This project will also include upgrading safety features such as ramp shoulder widening, some mainline shoulder widening, guardrail upgrades and illumination upgrades.											
Additional Revenue Required for Completion				Design (PE)	Jul-05	Jul-15		11,814	7,372	8,240	3,045	7,529	38,000	+/-40%	
				Right of Way	Dec-05	May-09		4,275	2,451				6,726	+/-40%	
				Construction	Feb-07	May-17		4,040	184,169	128,350	97,212	397,282	811,053	+/-40%	
								20,129	193,993	136,589	100,257	404,811	855,779		
				I-5/LUCILLE STREET TO SR 104 - PCCP (Total)				20,129	193,993	136,589	100,257	404,811	855,779		
I-5, Seattle Area - Concrete Pavement Rehabilitation Totals															
				Additional Revenue Required for Completion				20,129	193,993	136,589	100,257	404,811	855,779		
				Total				20,129	193,993	136,589	136,589	404,811	855,779		

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005 Northwest (Snohomish) (King)	01 11 32 37 43 46	100521P P1	<u>I-5/LUCILLE STREET TO SR 104 - PCCP</u>	SEATTLE NORTH	(161.65)	(177.78)									
			Rehabilitate the concrete pavement for 16 miles to extend the life of the roadway surface another 20 to 40 years. This project will also include upgrading safety features such as ramp shoulder widening, some mainline shoulder widening, guardrail upgrades and illumination upgrades.												
			Additional Revenue Required for Completion	Design (PE)	Jul-05	Jul-15		11,814	7,372	8,240	3,045	7,529	38,000	+/-40%	
				Right of Way	Dec-05	May-09		4,275	2,451				6,726	+/-40%	
				Construction	Feb-07	May-17		4,040	184,169	128,350	97,212	397,282	811,053	+/-40%	
								20,129	193,993	136,589	100,257	404,811	855,779		
			I-5/LUCILLE STREET TO SR 104 - PCCP (Total)					20,129	193,993	136,589	100,257	404,811	855,779		
			Rehabilitate the concrete pavement for 16 miles to extend the life of the roadway surface another 20 to 40 years. This project will also include upgrading safety features such as ramp shoulder widening, some mainline shoulder widening, guardrail upgrades and illumination upgrades.												
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				Construction	Feb-07	May-17		4,040	184,169	128,350	97,212	397,282	811,053	+/-40%	
								20,129	193,993	136,589	100,257	404,811	855,779		
			I-5/LUCILLE STREET TO SR 104 - PCCP (Total)					20,129	193,993	136,589	100,257	404,811	855,779		

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					Begin Date	End		03-05	05-07	07-09	09-11	11-13				
005 Northwest (King)	11 37	100511J P2	<u>I-5/SOUTH SEATTLE NORTHBOUND VIADUCT</u> This project will repair the existing bridge deck, overlay the deck with modified concrete or equivalent. The bridge drains and expansion joints will be modified or replaced as needed. Other minor work necessary to complete the deck overlay will also be performed.	SEATTLE	(163.24)	(164.37)										
			Funded	Design (PE)	Jul-02	Dec-05	363	164							526	*
				Construction	Nov-05	Nov-07			7,809	2,368					10,177	*
							363	164	7,809	2,368					10,703	
			I-5/SOUTH SEATTLE NORTHBOUND VIADUCT (Total)					363	164	7,809	2,368				10,703	

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					Begin Date	End		03-05	05-07	07-09	09-11	11-13	Future		
900 Northwest (King)	37	190001S P3	<u>SR900/BOEING ACCESS RD VIC</u> Conduct geotechnical field exploration and design. Scale loose rock and debris from slope. Stabilize large rock blocks with rock bolts and dowels (Type I). Protect traffic from rock fall by placing Jersey Barrier at the toe of the slope. Remove about 25 trees from the slope.	TUKWILA	(5.98)	(6.02)									
				Funded	Design (PE)	Sep-03	May-05	72					72	*	
					Construction	Apr-05	Jun-07	2	284			286	*		
SR900/BOEING ACCESS RD VIC (Total)								74	284				359		
900 Northwest (King)	11 37	190012S P3	<u>SR900/64TH AVE S VIC</u> Conduct geotechnical field exploration and design. Scale loose rock and debris from slope. Remove trees from the slope face. Install wire mesh and revegetate the slope.	RENTON	(8.00)	(8.10)									
				Funded	Design (PE)	Oct-03	Mar-05	35				35	*		
					Construction	Feb-05	Apr-07	10	126			136	*		
SR900/64TH AVE S VIC (Total)								45	126				171		

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					Begin Date	End		03-05	05-07	07-09	09-11	11-13	Future		
Northwest (Skagit) (Island) (King) (Snohomish)	11	100007C	<u>SIGNAL CONTROLLER REPLACEMENT</u>	REGION WIDE	(0.00)	(0.00)									
	21	P3													
	33		Upgrade outdated signal controllers to 2070 standard.												
	37														
	43														
	44		Funded	Construction	Feb-03	Aug-04	249	140					389	*	
	46														
SIGNAL CONTROLLER REPLACEMENT (Total)							249	140						389	